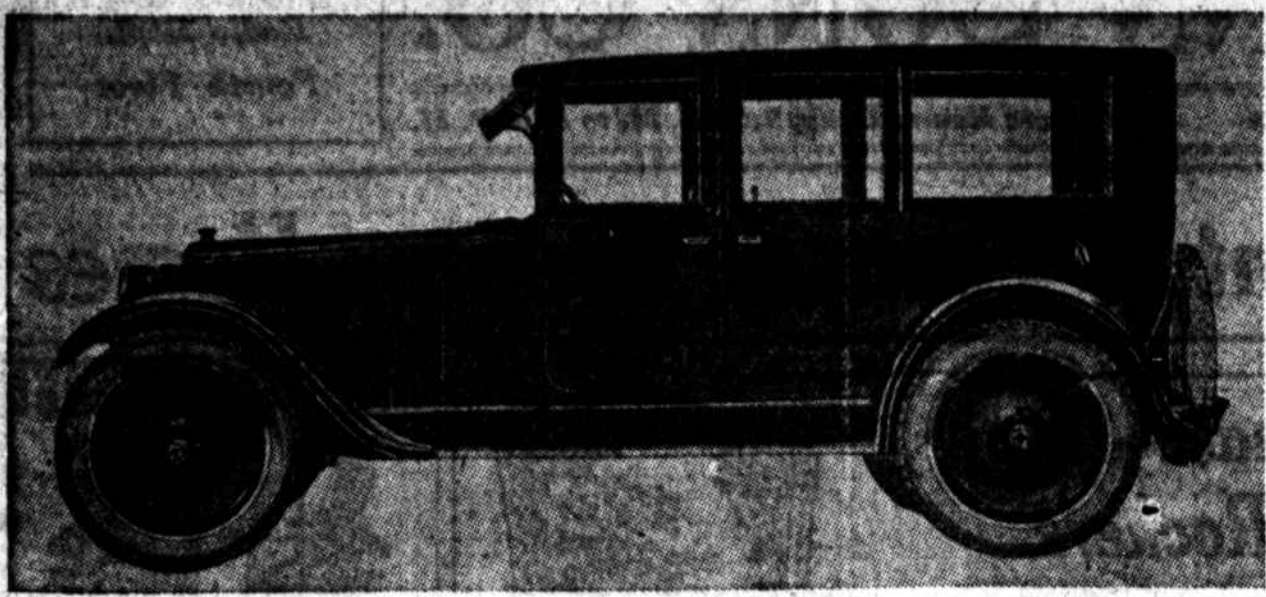


RICKENBACKER SEDAN ARRIVES



The Sedan among other Rickenbacker models is creating considerable interest since the opening of the Flanders-Smith show room at 1813 Fourteenth street northwest. M. C. Manship, manager for the Flanders-Smith Company, has been a busy man explaining this and that about the Rickenbacker car, particularly busy showing prospects just why the Rickenbacker is a vibrationless car.

During the formal opening week, June 12 to 17, there will be special showing of the "Hat in the Ring Cars."

Tool Arrangement.

An admirable idea in the arrangement of tools in the home garage is to give each tool a number, which is painted on it. The same number is painted on the walls or racks in the place where the tool belongs. In this way it is a simple matter to return

each tool to its proper place so that it is ready when it is next needed.

Luggage on Side of Cars.

Automobile tourists, when carrying luggage, should always remember not to have the parcels extending to the left side more than twelve inches beyond the body of the car.

Tin Foil for Battery Terminals.

A thin sheet of tin foil is recommended to tighten loose battery terminals. Wrap the foil around the cable end, and the terminal can be plugged in tightly. When the retaining nut is drawn tight, a perfect contact will be made.

Maryland Battery Service, Inc.

DISTRIBUTORS OF

WESTINGHOUSE BATTERIES

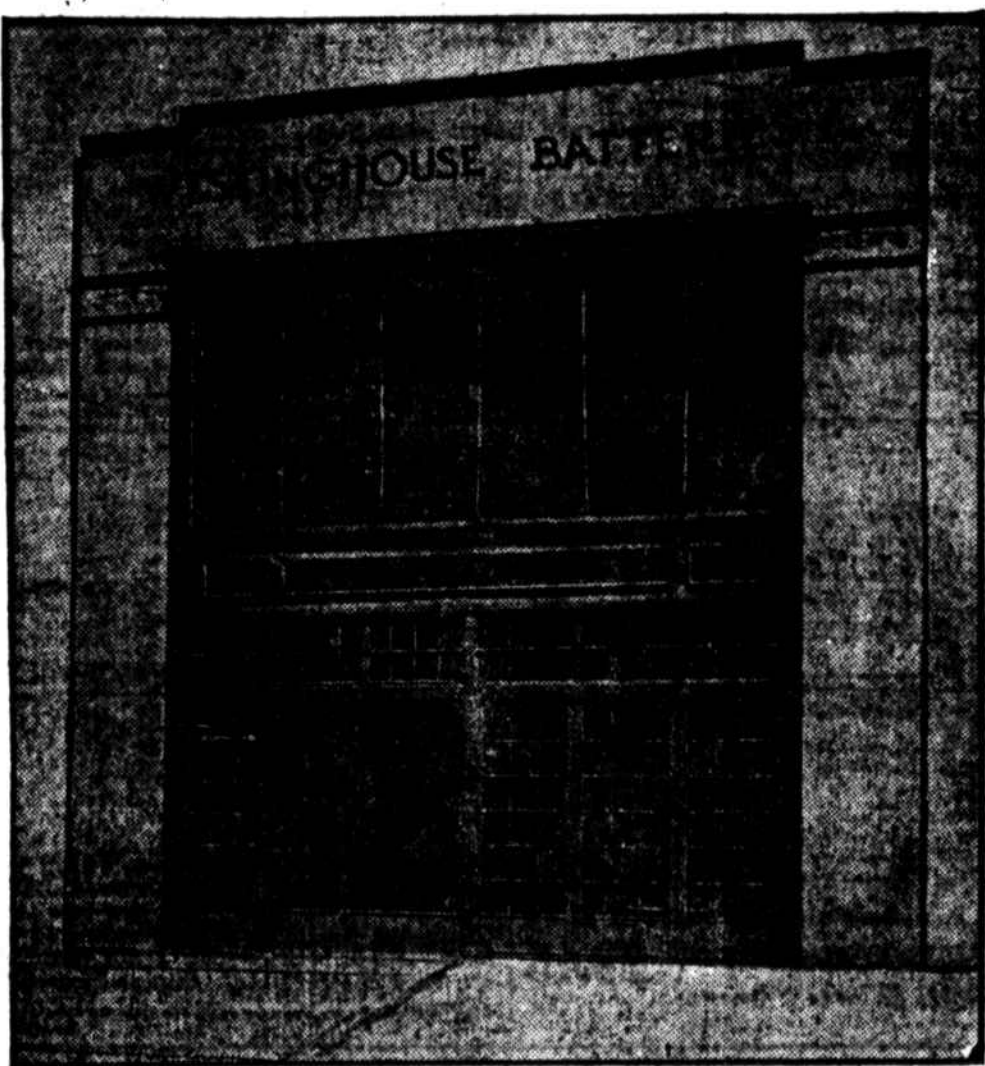
Announces the Formal Opening of

"The Home of Complete Battery Service"

1019 Seventeenth St. N. W.

(Between K and L)

On Monday, June 12



WE INVITE THE MOTORING PUBLIC TO CALL AND INSPECT OUR NEW MODERN HOME, ONE OF THE MOST COMPLETELY EQUIPPED BATTERY SERVICE STATIONS IN THE COUNTRY.

THE LOCATION WAS SELECTED AFTER A CAREFUL SURVEY.

OUR AIM IS TO NOT ONLY GIVE SUPERIOR SERVICE—BUT TO MAKE IT EASY TO GET. The central location and the drive-through facilities make it pleasant even for timid drivers.

The Station will be under the direction of Mr. A. E. Lilley.

The new station will remain open evenings until 9:30 for the convenience of those unable to have their batteries inspected or repaired in the day time.

For the Convenience of Owners Near Our Old Location, at 1711 Kalorama Road, We Shall Continue to Give Service at That Point

EDWARD R. KEENE, President
Maryland Battery Service, Inc.

WESTINGHOUSE ATTENTION GIVEN TO ALL MAKES OF BATTERIES

FREE INSPECTION, RECHARGING AND REPAIRING OF BATTERIES WILL ABSOLUTELY BE IMPARTIAL FOR ALL MAKES. OUR FIRST CONSIDERATION IS OUR CUSTOMERS' ECONOMY. COMPETENT SUPERVISION AND SKILLED BATTERY-MEN ASSURE SATISFACTION.

WESTINGHOUSE BATTERIES IN COMMON SIZES HAVE UP TO 25 PER CENT GREATER CAPACITY. THEY ARE BUILT TO SERVE, AND HAVE A COMBINATION OF WOOD AND RUBBER SEPARATORS. EVERY STANDARD BATTERY IS SUPPORTED BY AN 18-MONTH ABSOLUTE GUARANTEE. BUT EVERY BATTERY OF EVERY MAKE HAS A CHANCE IN OUR STATION—IF REPAIRS CAN BE MADE ECONOMICALLY WE RECOMMEND REPAIRS.

More Miles per CAR by Ray McNamara

Who has driven farther than any man in the world

Copyright, 1922, by The Christy Walsh Syndicate
KEEP YOUR EYE ON YOUR BATTERY.

The storage battery is the most sensitive unit in your car. With proper care it will serve you long and faithfully. On the other hand, if neglected, it will depreciate rapidly and will develop into a constant source of trouble and expense. Therefore, do not overlook the necessary frequent inspection, which will reduce your chance of trouble to a minimum. If you will observe the following rules which become very simple after being practiced for a while, you can avoid 90 per cent of common battery troubles.

First—Examine the battery at least once a week during warm weather, under normal running conditions and at least twice a week when touring from 100 to 200 miles per day.

Before removing the vent plugs, brush all dust and dirt off the top of the battery so that none will fall into the cells when adding water. See that water level is correct. The proper level varies slightly in different makes of batteries. However, a safe standard is to have the water one-fourth inch above the top of plates. Do not fill to full. Water level should never be higher than one-eighth inch below the bottom rim of plug holes. If the water level is too high, it will slop out through the small vent holes in plug, then over the top of the battery, and may possibly form a circuit discharging through the frame. After filling to proper level, replace the plugs and wipe the top of battery dry with rag.

In filling the battery with water, use distilled water only from glass convenience of going to the battery not use metal cups or funnels.

Second: In order to avoid the inconvenience of going to the battery station every week to read the specific gravity (density) of solution, every owner should make the hydrometer springs a part of his garage equipment. Hang it in a convenient place as a reminder that the battery should be tested and inspected weekly. Tack a chart on the wall under the syringe and record your mileage, date and specific gravity readings. By familiarizing yourself with the meaning of specific gravity readings and proper care of the battery, you place yourself in a position to diagnose your own troubles, thus saving delays and expense.

The hydrometer syringe is used for filling battery with water as well as testing the condition of charge and can be purchased for a small sum at any accessory house.

Third: The following indicates the approximate condition of your readings: 1.150 battery discharged, 1.200 battery three-quarters discharged, 1.225 battery half discharged, 1.260 battery one-quarter discharged and 1.300 battery fully discharged.

Fourth: Always make the hydrometer test before adding distilled water. Squeeze the rubber bulb and insert the tip of syringe in solution as far as you can. Release pressure on bulb. Enough solution will be drawn into the glass tube to raise the graduated float inside. The point on the graduated scale coinciding with the surface level of the liquid indicates the specific gravity.

Fifth: If the level of solution is too low to take a reading, water should be added, then take the reading on the following day after a reasonable amount of running. This permits the water to mix thoroughly in the electrolyte, after which a correct hydrometer reading can be taken.

Sixth: Do not permit anyone other than battery service station men to add acid to the battery. This does not evaporate, and if acid is added to battery by one who does not have

RADIO BATTERY MUST GET GOOD CARE, IS ADVICE

Local Manager of Presto-O-Lite Service Tells of Danger in Neglect.

Watch the condition of your radio battery as carefully as you watch the amount of gasoline in your car, is the advice of J. J. Beatty, manager of the local Presto-O-Lite battery service station.

"It is not advisable," says Beatty, "to allow the radio battery to become more than three-quarters discharged, for this increases the formation of lead sulphate, which is difficult to reduce by re-charging."

This formation, if continued too long, will cause the plates to buckle and ultimately ruin the battery.

Frequent testing will reveal the exact condition of the solution inside. It is heavy when the battery is fully charged and weak when discharged.

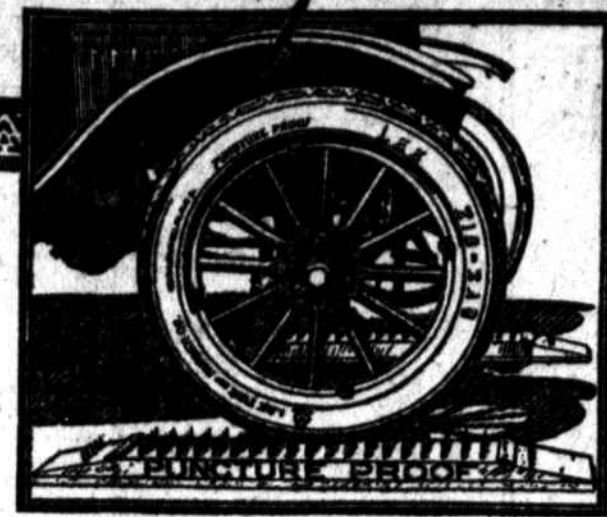
"Unlike automobile batteries, radio batteries are operated at extremely low discharge rates, one two, or three amperes. When the battery capacity is known it is very simple to estimate roughly how many amperes hours have been used."

For instance, if a battery's capacity is sixty ampere hours and it has been discharged in use at the rate of two amperes for three hours each evening simple arithmetic tells us that it will be fully discharged in ten days.

The other method, testing with the hydrometer, is very easy and far more reliable. This instrument is well worth the nominal sum charged, and performs the double function of testing and adding water conveniently.

"The solution is drawn up in the hydrometer by means of a bulb and the specific gravity of the electrolyte may then be read by means of a graduated scale on the small float inside. The various stages of charge and discharge may be seen

Unlike Any Other Tire!



Steel Discs Protect the Casing

We Actually Do This twice a day — all this week

The proof of Lee Puncture-proof Tires is this demonstration that they positively do not puncture.

It is called "the torture test."

Every day this week, beginning Monday, at 10 A. M. and 4 P. M. sharp, Lee dealers in this city, and from coast to coast, will stage this demonstration—actually run a loaded car, equipped with Lee Puncture-proof Pneumatics over the up-turned points of sharp nails driven through heavy planks.

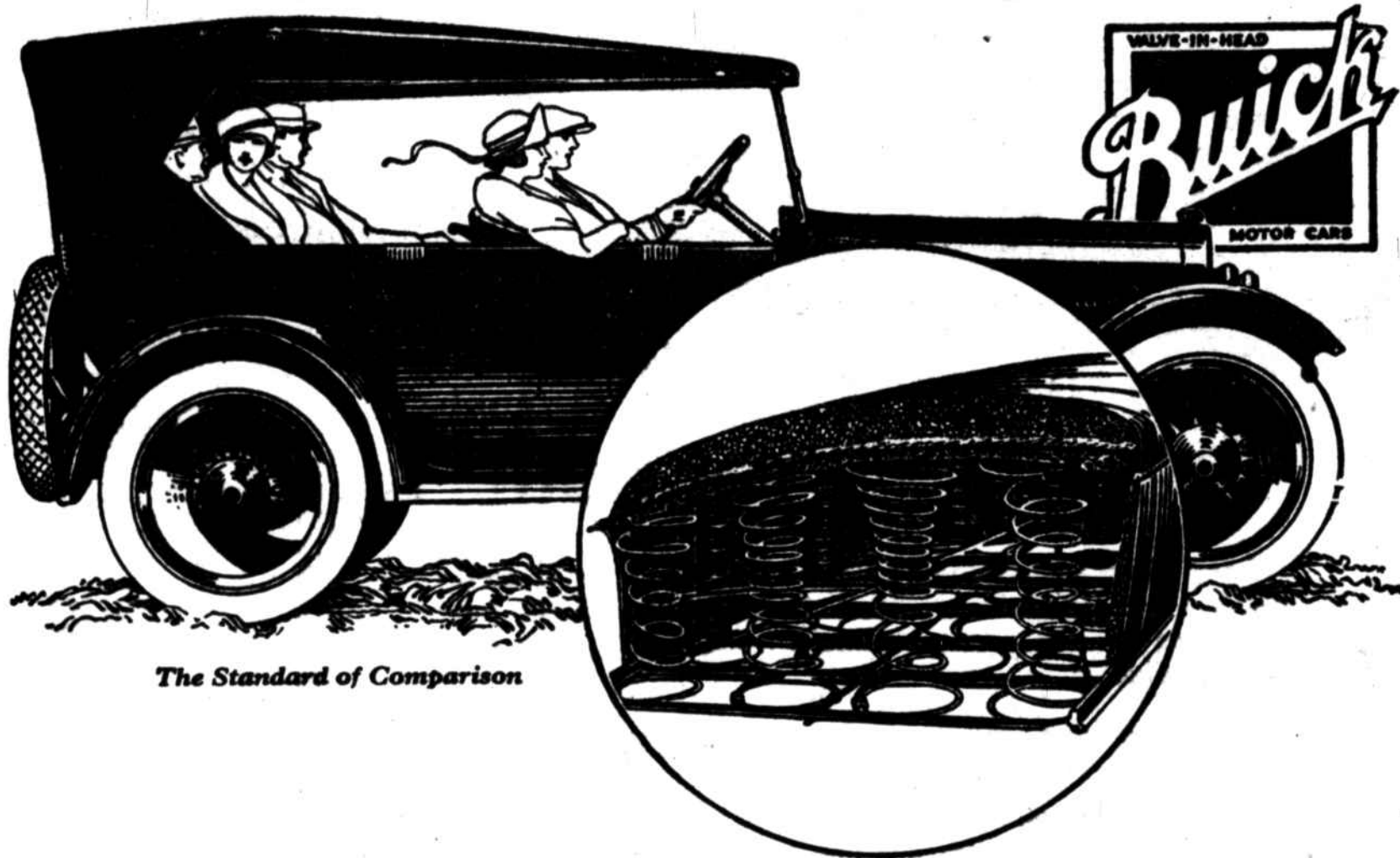
Lee Puncture-proof Tires are covered by a cash refund guarantee against puncture.

See this demonstration. It proves that Lee Tires are actually puncture-proof.

DISTRIBUTED BY

Lee Tire Sales Co., 1600 14th St. N.W.

LEE PNEUMATIC Proof Tires Also Regular Fabric and Cord



The Standard of Comparison

Why Buick Cushions "Ride Easy"

Buick cushions are comfortable on all roads because of their "double-deck" springs and resilient hair pads. The upper springs, which are light and easy-acting, yield to the slightest road irregularity. The lower springs are larger and stiffer. They come into play on rough country roads, carrying the passenger in comfort over bumps which cause the ordinary seat to "strike bottom".

Between the springs and the French-plaited leather upholstery are two thick, yielding pads of interlaced hair which positively prevent "lumping".

In Buick seat cushions, as in every other part of the car, is built the quality which has made Buick cars the standard of comparison.

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